

RTAC 6 Membership

Members	Residence	Representing
Lee Chase	Cape Elizabeth	Municipal
Stephen Dougherty	Scarborough	Municipal/Planner
George Flaherty	Portland	County Govt
Peter Frink	Kennebunkport	General Public
Bill Heath	Kennebunk	Alt Modes
David Hill	Yarmouth	Alt Modes
Stephen Klein	Kennebunkport	Business
Rosemary Kulow	Sebago	Chair
Jon McNulty	Falmouth	Alt Modes
Al Morrison	Raymond	General Public
Larry Nadeau	Saco	Municipal/Planner
Steve Walker	Windham	Municipal/Planner
James Wendel	Scarborough	Municipal/Planner

Staff:

Roger Gobeil	Saco	MDOT Division 6
Rebecca Grover	New Gloucester	ME Turnpike Authority
Suzanne LePage	Springvale	SMRPC
Jonathan Lockman	Springvale	SMRPC
Martin Rooney	Augusta	MDOT Coordinator
Daniel Stewart	Portland	GPCOG
Conrad Welzel	Saco	ME Turnpike Authority
David Willauer	Cumberland	GPCOG

TABLE OF CONTENTS

	Page
I. Introduction	1
II. Regional Overview	4
III. Regional Transportation Needs and Deficiencies	9
IV. Public Outreach	19
V. RTAC Advice	24

Appendices

Appendix A (Survey)

Appendix B (Public Comment Reviewed Prior to Drafting Document)

Appendix C (Public Comment Prior to Drafting Document)

CHAPTER I Introduction

This report has been developed as an update to the 1998 Regional Advisory Report (RAR) to provide the Maine Department of Transportation (MDOT) with an understanding of the RTAC 6 region's unique and varied transportation needs. (The RTAC 6 region is depicted in Figure I-1.) Part of the region is a fast-growing urban area, where development sprawl and the resulting increase in traffic congestion are major concerns. In another, a native once stated, "All they grow around here are houses." And yet another is struggling with failing businesses and layoffs. The region is traversed along the coast by a major north-south interstate system, which is seasonally full with many travelers. There are scenic vistas along most of the feeder roadways, and there are numerous home-based businesses. Many roads are curvy 2-lane highways dotted with the character of Maine. It is a satisfying place to live.

Many people agree. In the last decade, 45,144 people moved to the RTAC 6 region, an increase of almost 12%. This increase represents 96% of the entire state's rise in population. Also, the annual number of Vehicle Miles Traveled (VMT) increased by approximately 20%. Not only does the region house more people, those people are driving more, placing a tremendous burden on the transportation system.

As stated in the 1998 RAR, "We now understand that transportation, land use, quality of life, and economic vitality are interconnected systems and must evolve through a balanced and public process." For example, highway capacity additions tend to increase attractiveness for development, thereby increasing future demand for the roadway. Capacity additions usually only solve congestion issues for a short time unless land-use policies to prevent the development of major trip-generating units are also put in place. However, "...this cycle can be broken, and land use and transportation decisions can be linked in ways that provide for economic development, efficient transportation, good quality of life and minimal impacts on the environment."¹

This RAR reflects the transportation needs and priorities of the RTAC 6 region. Similarly, PACTS is developing a 25-year transportation plan (www.pactsplan.org). Both plans include needs and suggestions that overlap into the other region because the needs of either cannot be separated from its neighbor. Also, planning objectives in one region will often affect areas beyond its borders.

MDOT produces and regularly updates a series of statewide transportation planning documents. These are the *20-Year Transportation Plan*, *6-Year Capital Improvement Plan*, and *Biennial Transportation Improvement Program (BTIP)*. The *20-Year Transportation Plan* provides a long-term vision for MDOT. This major document considers the many modes of transportation and outlines a strategy to provide a well-balanced transportation system for a variety of users. It is updated every three years utilizing Regional Advisory Reports prepared by the state's seven Regional Transportation Advisory Committees (RTACs). In addition, Chapter III of this document, which describes the region's transportation needs, correlates with MDOT's 2001 Twenty-Year Plan.

¹ *Transportation Equity Act of the 21st Century (TEA-21) User's Guide*, 1998 p.31.

[illegible]

Figure I-1

Like the Transportation Efficiency Act of the 21st Century (TEA-21), this RAR intends to encourage the development of projects and strategies that will:

- “(A) support the economic vitality of the area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety and security of the transportation system for motorized and non-motorized users;
- (C) increase the accessibility and mobility options available to people and for freight;
- (D) protect & enhance the environment, promote energy conservation, & improve quality of life;
- (E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (F) promote efficient system management operation; and
- (G) emphasize the preservation of the existing transportation system.”²

A major public outreach effort was conducted in order to ascertain the region’s transportation issues and priorities. This effort included a survey distributed to over 600 individuals, a review of public comment received since 1998, attendance at 10 regional planning group meetings to discuss the RAR and solicit input, and a public hearing. All public input was then compiled by transportation issue and utilized by the RTAC to develop regional priorities.

Twelve transportation issue categories were defined and prioritized. Two issues, public safety and accessibility for people with barriers, were not prioritized against the remaining issues. RTAC 6 determined that these two issues were very important to the region and need to be considered under all aspects of transportation planning. For the remaining issues, priorities were determined as follows:

1. Aging infrastructure
2. Traffic Congestion
3. Urban Sprawl and Growth Management
4. Access Management
5. Passenger Transportation
6. Freight Movement
7. Bicycle/Pedestrian Travel and Safety
8. The Planning Process and Transportation Funding
9. Environmental and Cultural Protection
10. Modal Connections

In essence, RTAC 6 would like a safer, more multi-modal, user-friendly transportation system for people and freight that can be accessed by all members of the population. The future vision for transportation includes a seamless network of easy-access passenger transportation, safe and connected pedestrian and bicycle facilities, and preserved capacity on the region’s highway system. The entire transportation network would be adequately funded and suitably maintained. The importance of passenger transportation, especially for people without other travel options, would be recognized by MDOT. The committee would like MDOT to reward good planning, prevent sprawl, and charge developers with system management and maintenance costs. Corridor planning and its multi-modal approach to problem solving should be emphasized. Preservation of the region’s natural environment and historical characteristics are also important.

² *Transportation Equity Act of the 21st Century (TEA-21) User’s Guide*, 1998 p.21.

CHAPTER II. Regional Overview

A. Population Trends

The RTAC 6³ region is experiencing an increase in population, housing, and job growth. The majority of growth has occurred in the suburban towns of RTAC 6.⁴ Although the region encompasses a small portion of the state, the vast majority of growth-related pressures are occurring here. The growth of the population is expanding much more drastically than any other area in the state. As shown in Table II-1, the population growth in RTAC 6 between 1990 and 2000 represented 96.1% of the state's growth. RTAC 6 added 45,144 people, compared to the state's overall population growth of 46,995 people. With a growth rate of 11.6% over the 1990 to 2000 period, the RTAC 6 region far outpaced the state's growth rate of 3.8%.

Table II-1. Population Growth RTAC 6 Compared to State Total					
	1990	2000	Increase 1990-2000	% Increase 1990-2000	% Of State Growth 1990-2000
Cumberland County Portion	217,217	239,201	21,984	10.1%	46.8%
York County Portion	164,587	186,742	22,155	13.5%	47.1%
Oxford County Portion	9,035	10,040	1,005	11.1%	2.1%
RTAC 6 Total	390,839	435,983	45,144	11.6%	96.1%
Maine State Total	1,227,928	1,274,923	46,995	3.8%	100%

Source: U.S. Census Bureau and Greater Portland Council of Governments

In addition to the overwhelming majority of the state's population growth occurring in RTAC 6, the percentage of the state's population living in RTAC 6 is increasing. As shown in Table II-2, the percentage of the state's population living in RTAC 6 in 1990 was 30.7%. The percentage increased to 35.5% by the year 2000.

Table II-2. RTAC 6 Percentage of State Population			
	1990	2000	Population Increase 1990-2000
RTAC 6	390,839	435,983	45,144
State of Maine	1,274,923	1,227,928	46,995
(RTAC 6) % of State Population	30.7%	35.5%	96.1%

Source: U.S. Census Bureau and Greater Portland Council of Governments

³ RTAC 6 includes all of York County, all of Cumberland County, except for Brunswick and Harpswell and nine towns in Oxford County (18% of the Oxford County Population), including the MPO regions

⁴ Classification of Suburban, Urban and Rural in this analysis has been determined by GPCOG and SMRPC.

While total growth is useful to examine, the real story in population growth, particularly as it affects transportation, is in the distribution of growth within the region. One way to look at this is to examine the portion inside and outside the Metropolitan Planning Organizations (MPOs), as well as urbanized areas. The MPOs⁵ in or near the RTAC region are the Portland Area Comprehensive Transportation Committee (PACTS) and the Kittery Area Comprehensive Transportation Committee (KACTS). Population in the non-MPO portion of RTAC 6 grew by 17% between 1990 and 2000. By contrast, population in the MPO areas increased by only 5.6%.

Table II- 3. MPO Population Growth					
	1990	Distribution	2000	Distribution	% Increase
PACTS	146,979	37%	154,204	35%	5%
KACTS	30,836	8%	33,604	8%	9%
Balance of RTAC	213,022	55%	248,175	57%	17%
Total	390,839	100%	435,983	100%	12%

Source: U.S. Census Bureau and Greater Portland Council of Governments.

The suburbanization of the population can be seen even more clearly if we look at communities sorted by urban, suburban and rural characteristics. As shown in Table II-4, the 1990 population living in the seven urban communities (Portland, South Portland, Westbrook, Biddeford, Saco, Sanford and Kittery) was 43.3% of the RTAC 6 population. By 2000, only 39.4% of the population lived in these urban areas. The suburban communities experienced the opposite trend. The percentage of suburban population increased from 46.8 % in 1990 to 50.1% in 2000. Also, the suburban growth rate was 19.6%, as compared to 11.6% for RTAC 6 as a whole and 3.8% for the State. By contrast, population in the urbanized areas increased by only 1.5%.

Table II-4. Distribution of Population in RTAC 6 (1990-2000)						
	1990	% RTAC 6	2000	% RTAC 6	1990-2000 Population Increase	1990-2000 % Increase
Rural	38,905	10%	45,600	10.5%	6,695	17.2%
Suburban	182,767	46.8%	218,555	50.1%	35,788	19.6%
Urban	169,167	43.3%	171,828	39.4%	2,661	1.5%
RTAC 6 Total	390,839	100%	435,983	100%	45,144	11.6%

Source: US Census Bureau and Greater Portland Council of Governments.

As shown in Table II-5, the majority of actual population growth within RTAC 6 occurred in the suburban communities. Suburban population growth represented 79.3% of all population growth within RTAC 6. The most striking example of suburban growth occurred in Scarborough, which added 4,452 people, the most of any community in RTAC 6. This represents a growth rate of 35.6% in 10 years.

⁵ MPO communities include Portland, South Portland, Westbrook, Cape Elizabeth, Scarborough, Gorham, Kittery, Eliot, South Berwick, Berwick, and Lebanon

Table II-5. Distribution of Population Increase in RTAC 6 (1990-2000)		
	Population Change	% of RTAC 6 Population Increase
Rural	6,695	14.8%
Suburban	35,788	79.3%
Urban	2,661	5.9%
RTAC 6	45,144	100%

Source: U.S. Census Bureau and Greater Portland Council of Governments

B. New Housing Units

The number of housing units is also growing. As shown below, 26,935 new housing units were added during the same period that the RTAC 6 region added 45,144 people.

Table II-6. 1990 to 2000 Population Growth by Development Pattern								
	Cumberland	% Increase	York	% Increase	Oxford	% Increase	Total RTAC 6	% Increase
Rural	2,376	17.4%	538	23.1%	724	11.7%	3,638	16.4%
Suburban	7,580	20.3%	11,629	23.5%	N/A	N/A	19,209	22.1%
Urban	1,962	4.1%	2,126	7.6%	N/A	N/A	4,088	5.4%
Total	11,198	12.1%	14,293	17.9%	724	11.7%	26,935	14.6%

Source: U.S. Census Bureau and Greater Portland Council of Governments

Another aspect of measuring a growth trend is the comparison of housing unit growth and population growth, as shown in Table II-7. Housing unit growth is increasing at a faster rate than the population. Population in RTAC 6 increased by 11.6%, compared to housing unit growth of 14.6%. Urban population within RTAC 6 increased by 1.5% between 1990 and 2000, while housing units increased by 5.4%. During this time 4,088 units were added to the urban areas, while population increased by only 2,661 people, implying a reduction in household size.

Table II-7. Population and Building Permits								
	1990 Units	1990 Population	2000 Units	2000 Population	Units Change	Population Change	% Units Change	% Pop. Change
Rural	22,262	38,905	25,800	45,600	3,638	6,695	16.4%	17.2%
Suburban	86,799	182,767	106,008	218,555	19,209	35,788	22.1%	20.0%
Urban	75,449	169,167	79,537	171,828	4,088	2,661	5.4%	1.5%
Total	184,410	390,839	211,345	435,983	26,935	45,144	14.6%	11.6%

Source: U.S. Census and The Greater Portland Council of Governments

In continuation of the suburbanization trend, suburban housing unit growth experienced the highest rate of increase. As shown in Table II-8, suburban growth accounted for 71.3% of the increase in the RTAC 6 area.

Table II-8. Distribution of Housing Unit Growth in RTAC 6 1990-2000		
	1990-2000 Housing Unit Increase	% of RTAC 6 Housing Unit Increase
Rural	3,638	13.5%
Suburban	19,209	71.3%
Urban	4,088	15.2%
RTAC 6 Total	26,935	100%

Source: US Census Bureau and Greater Portland Council of Governments

C. Employment Trends

The RTAC 6 region has also experienced job growth. Even though areas within RTAC 6 have recently experienced job losses, the region as a whole has grown. Portions of RTAC 6 region have experienced a trend reversal in the last 10 years. Between 1990 and 1995, York County lost 3,633 jobs or 6% of its labor force. A major reason for this loss was the downsizing of the military establishment at the Portsmouth Naval Shipyard. However, between 1995 and 2000, 8,529 jobs were added in York County, which represents an increase of 8% between 1990 and 2000, effectively reversing the trend. The Cumberland County portion of RTAC 6 added 21,902 jobs between 1990 and 2000, representing a 17% growth rate. As shown in the following table, the RTAC area increased its job base by 13.9% between 1990-2000.

Table II-9. Employment Growth in RTAC 6 Region				
County	1990	2000	Increase	% Change
Cumberland County	131,259	153,161	21,902	17%
York County	60,617	65,513	4,896	8%
Oxford County	2,082	2,230	148	7.1%
Total	193,958	220,904	26,946	13.9%

Source: U.S. Census Bureau and The Greater Portland Council of Governments. Quarter 2, ES202 Data Series, wage and salary jobs compiled by community from Dept. of Labor Data. Note that wage and salary jobs exclude proprietors and other self-employed workers.

Since the Table II-9 summarizes the period from 1990 to 2000, it masks some of the impact of the recession. The region as a whole lost a significant amount of employment in the early 1990s. The Cumberland County portion of RTAC 6 actually lost 8,000 jobs in 1991. The primary influence on job loss in Cumberland County was the recession. Cumberland County felt the recession in major restructuring of the finance and real estate industries. Defense downsizing was also a factor, but not to the same extent as in York County. The RTAC 6 area made a significant recovery, and actually showed an increase in jobs by the year 2000.

As shown in Table II-10, housing unit growth increased at a higher rate than population in all portions of RTAC 6. Job growth was higher than population growth in Cumberland County.

D. Growth Summary

The pressures that the RTAC 6 area is experiencing are significant compared to the rest of the state. Both population and housing are increasing. Housing unit growth is increasing at an even faster rate than population. The region is not only growing, it is dispersing. As shown in Tables II-4 and II-5, housing and population are growing most significantly in suburban areas, followed next by rural and slowest in the urban areas. The increased population and housing that has been shown indicates that more and more vehicles are on the area's road system. With these trends, increased congestion and air pollution is inevitable. With more and more people moving to the area and expansion into the suburban area, the road system will experience continued pressure. The resulting implications on our transportation system are enormous.

Table II-10 Comparison of Population, Housing Unit, and Employment Growth 1990-2000			
County	Population Increase	Housing Unit Increase	Labor Increase
Cumberland County	10.1%	12.1%	16.6%
York County	13.5%	17.9%	8.1%
Oxford County	11.1%	11.7%	7.1%
Total	11.6%	14.6%	13.9%

Source: U.S. Census Bureau, and The Greater Portland Council of Governments

CHAPTER III. Regional Transportation Needs and Deficiencies

A. Public Safety

Safety should be considered throughout all aspects of transportation planning. MDOT's database of vehicle crashes can help identify highways and intersections that need improvement. Also, the hesitation of the public to walk or bike along a roadway could spur change. Enhancing safety is a major priority for the region, but has not been prioritized against other regional issues.

B. Aging Infrastructure

The infrastructure of our transportation system is aging and needs ongoing maintenance and replacement because the multi-billion dollar investment in the transportation system made by the public needs to be maintained.

Highway Preservation and Improvement

Due to a legislative mandate, the state's current highway focus is on rural arterial highways, with a goal of eliminating all rural arterial backlog miles in ten years and all rural major collector backlog miles in twenty. Backlog miles are roads that do not meet modern standards. There are a total of 308.31 miles of backlog in the non-MPO RTAC 6 region. In order to meet all backlog needs in the next twenty years, regardless of functional classification, MDOT Division 6 would need over 30 miles of highway improvements during each of the next ten biennia. In the 2002-2003 Biennial Transportation Improvement Program (BTIP), 36 miles of roadway are scheduled for highway improvements, but only 12.32 miles of rural major collectors are specifically listed as "backlog." At this rate, it will take over 50 years to address all the backlog miles in RTAC 6.

"...improvements to existing highway facilities may not be sufficient to address system capacity deficiencies and meet growing transportation and economic needs."⁶ However, capacity additions tend to increase attractiveness for development, thereby increasing future demand for the roadway. Capacity additions usually only solve congestion issues for a short time unless land-use policies to preserve capacity are also put in place.

Bridge Rehabilitation and Replacement

The 2002-2007 Six-Year Plan lists 57 bridges in Division 6 that need work. There are 23 Division 6 bridges listed in the 2002-2003 Biennial Transportation Improvement Program. At this rate, all Division 6 bridges in the Six-Year Plan will likely be taken care of by 2007.

Railroad Infrastructure Upgrade

In order to reestablish passenger rail service in southern Maine, the tracks owned by Guilford Transportation needed to be upgraded. As a result, the first passenger trains began to travel between Boston and Portland again on December 15, 2001. Similar improvements will need to

⁶ 20 Year Plan, Maine Department of Transportation, 2001, p.51.

be made to other rail lines in order to continue service northward. Future potential service would connect Portland with Brunswick or Conway, New Hampshire.

C. System Management

Traffic Congestion

Some congestion in the RTAC 6 region is due to increases in traffic during the tourist season, generally between the Memorial Day and Columbus Day holiday weekends. The Maine Turnpike experiences highest peak travel during weekends and holidays, particularly during the summer months. On a typical July or August day, over 24,000 vehicles travel on Route 1 in Ogunquit, compared to just under 8,000 in January. Similarly, on I-195 heading to Old Orchard Beach, the number of vehicles increased from approximately 6,000 per day in January to over 13,000 in July and August. In Falmouth, local commuters compete with tourists traveling along Route 1. Some seasonally high traffic areas can utilize part-time traffic management strategies to assist in the movement of traffic. For example, at York Beach, the 2-lane road through the area is changed to one-way during the summer. Ogunquit and Old Orchard Beach are also considering seasonal alternatives. Other significant congestion periods include the morning and evening peak commuter periods, with trips generally traveling to and from the urban areas where most major employers are located.

According to MDOT's Travel Analysis Section, the following RTAC 6 corridors are "at risk" for congestion, meaning the traffic volume of the roadway is approaching its capacity: Route 1 between Kittery and Biddeford; Route 25 between Gorham and Standish; Route 111 between Alfred and Biddeford; Route 202 between Sanford and Waterboro; Route 236 between Kittery and South Berwick; and Route 302 between Westbrook and Bridgton. Since most of these have also been identified as "access management retrograde arterials," a comprehensive study of the entire corridor, taking into consideration traffic patterns, roadway geometry, and existing and projected land-use, needs to be conducted. There are other corridors considered congested by the public, which may be added to MDOT's list in the future.

There are few highways traveling from east to west in the RTAC 6 region. Areas cited by the public as especially limited include from Saco to the west, from the west to downtown Portland, through downtown Gray, from the coast to the New Hampshire border, from I-95 to the lakes region, and from I-95 to Sanford along both Route 109 and Route 111. East-west movement using other modes is also restricted. Air service is provided from the Portland Jetport to Manchester, NH, but not within the region. Existing bus service and proposed rail service travel north to south only. Even safe, consistent east-west bike routes are limited.

Some areas within the region are difficult to access along the existing highway network, creating congestion on other roadways. For example, people traveling to Ogunquit must exit I-95 at exit 4 in York or the Maine Turnpike at Exit 2 in Wells and then drive along a seasonally congested Route 1 to reach their destination. There is no exit 1 on the turnpike. In fact, the numbering of I-95 through southern Maine is very confusing. As a result, the interstate system will be renumbered. New exit numbers will correlate with the distance in miles from the Maine border. This task is expected to be completed by the summer of 2003.

Transportation Systems Management (TSM) is an effort to improve roadway geometry and traffic control to improve traffic flow and maximize system capacity. TSM examples that would benefit the region include reconfiguring intersections, adding travel lanes, coordinating traffic signals, and re-designing outdated interchanges.

Transportation Demand Management (TDM) focuses on the timing of the use of the highway system. Some strategies to consider for the RTAC 6 region include increased commuter transit, ridesharing, park-and-ride lots, bicycling, walking, congestion pricing, and alternative work hours. Since congestion is more likely to occur during typical commuting hours, partnership between the business community and transportation agencies is critical for the success of TDM initiatives. Carpools and vanpools would be more successful and generate more users with a dedicated funding source, improved education about commute alternatives and tax incentives, internet-based ride matching software, and long-term policy planning.

An increasingly popular TDM tool is Intelligent Transportation Systems (ITS), described as the use of computers, communication, and technology to improve transportation systems and services. ITS applications include the use of Smart Cards, Real-Time Scheduling, Global Positioning Systems (GPS), Fleet Tracking, and Computer-Aided Dispatch. In addition to systems in place, the following ITS initiatives may benefit the area:

- a Statewide Virtual Traffic Control Center, which is a database that can be updated by any number of entities that have imperative traffic information and can automatically enable message signs, beacon systems, and other ITS components to notify the traveling public;
- Integrated Signal Systems, which are a set of signals timed collectively based on real-time data and can be controlled from a remote location;
- Computerized Vanpooling Systems, which matches commuters with similar travel patterns;
- Computerized Trip Scheduling Systems, which could assist demand-response services;
- Trigger Buttons for Bicycles, which, like a “WALK/DON’T WALK” signal for pedestrians, would allow a bicyclist to trigger a signal change (One place where this solution would be especially useful is at the narrow Salmon Falls Bridge on Route 202 in Hollis.);
- and a Highway/Rail Crossing Safety System, which is imperative with the implementation of rail service, and the future potential for trains to travel greater than 90 mph.

Access Management

For improved safety and speed preservation along the state’s highways, MDOT has developed a set of access management rules in response to legislation concerned with arterial capacity, poor drainage, and the high number of driveway-related crashes. Any new or changed driveway or entrance on state and state aid highways located outside of urban compact areas must meet specifications described in the rules and obtain a permit from MDOT. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, and mitigation requirements.

The rules define retrograde arterials as non-urban compact arterials where the number of crashes related to a driveway or entrance exceeds the statewide average for arterials with the same posted speed. Portions of Routes 1, 4, 9, 11, 25, 26, 109, 111, 117, 202, and 302 located within the RTAC 6 region are considered retrograde arterials. An effort to educate each affected

community will be undertaken by Regional Planning Commissions to assure that the purposes of the law are met and maintained. Also, corridor planning should be undertaken.

D. Passenger Transportation

Accessibility for People with Barriers

Due to either physical or financial limitations, many people within the RTAC 6 region must rely on public transit, taxis, or family and friends for transportation. Nationwide, 91 million people have been identified as living in non-urbanized areas. More than 1/3 of these people have been classified as “transportation dependent,” meaning they do not have any personal transportation.⁷ These people are typically physical disabled, financially disadvantaged, and/or are older. Using that figure and the 2000 Census figures outlined in Section II of this report, it is estimated that approximately 150,000 people in the RTAC 6 region are transportation dependent. Improving mobility for these individuals is essential for their quality of life, and a commitment to improving the accessibility of all modes of the transportation system is vital.

The Americans With Disabilities Act (ADA) of 1990 addressed some of the needs for a portion of this population, but these trips are limited to an area surrounding existing fixed-route transit service, and fixed-route service in the RTAC 6 region is limited to Sanford, Biddeford, Saco, and Old Orchard Beach. The urban or non-RTAC fixed-route systems serve Portland, South Portland, and Westbrook. In addition, there is a need, recognized by providers, to replace their fleets. New fleets, as required by ADA, should be equipped for people with disabilities. Some users would prefer *independent* wheelchair access, meaning the driver does not need to touch the person, as provided on METRO buses. The upcoming passenger rail service provides opportunity for independent access, but airplanes, interstate buses, and boats are more challenging. Continual monitoring of changes and their effects on the system should be conducted.

For the remainder of the region, demand-response transportation services are provided by York County Community Action (YCCAC) in York County, the Regional Transportation Program (RTP) in Cumberland County, Western Maine Transportation in Oxford County, and the Greater Portland Job Access Program. These providers have limited financial assistance and rely heavily upon volunteer drivers. As such, the service is expensive to provide, and financial assistance for users is generally limited to medical and work-related trips. RTP and YCCAC routinely conduct surveys of their riders. The surveys have found that both RTP and YCCAC riders are satisfied with the service. Respondents have asked RTP to improve timeliness and comfort and YCCAC to expand service, specifically for rides other than medical-related trips.

For short trips, especially in urban areas, more attention needs to be given to sidewalk design. Ramps at all ends of curbs with curbed ribbing, audio/visual walk signals, and longer walk time ease the movement of people with disabilities or who are older to move about their environment and are required in new construction under the ADA.

⁷ Research and Training Center on Rural Rehabilitation, *Rural Facts*, 1998.

The newly formed Accessible Transportation Advisory Committee (ATRAC) will focus on improving accessible transportation services. This committee has expanded from RTP's ADA Paratransit Advisory Committee to include a broader cross-section of participants. One goal of the group is to educate drivers and other personnel about the unique needs and opinions of the users of transportation services. Also, the ATAC, with its experience as consumers of services, can serve as a resource for the RTAC.

Local Transit

Rural transit is a challenge because high population density is deemed necessary for cost-efficient fixed-route transit service. However, all public transportation services in the RTAC 6 region, like our highways, rely on state and federal funding. So, lower population density should not hinder the expansion of service to rural areas. YCCAC currently operates a fixed-route service in Sanford five days per week at a cost per trip of \$2.43. METRO, the bus service in the Portland area, operates at \$3.50 per trip. Shuttlebus, the fixed-route service in the suburban towns of Biddeford, Saco, and Old Orchard Beach, costs the provider \$4.53 per trip. In addition, ZOOM is a commuter service that runs between Biddeford, Saco, and Portland.

As discussed above, demand-response services are available in rural southern Maine; however, many of these services rely on volunteer drivers and cannot support themselves without continued and consistent state and federal funding assistance. For example, YCCAC would like to expand their Wheels to Access Vocation and Education (WAVE) service to the Biddeford/Saco area for Sanford area residents, but expansion is almost impossible without financial support from the business community. A campaign to solicit private support is currently being designed.

Casco Bay Island Transit District (CBITD) provides year-round ferry service to six Casco Bay Islands from their terminal on the Maine State Pier in Portland harbor. The passenger terminal has access to METRO, taxi and limousine service, a municipal parking garage, sheltered bike racks, and sidewalks to Commercial Street in Portland's Old Port. Ferry service is the "lifeline" for island residents, and demand for CBITD service is growing.

Chebeague Transportation Company (CTC) provides passenger ferry and vehicle transportation services between Cousins Island and Chebeague Island. Chebeague Transportation Company (CTC) operates two parking lots. There is a new Route 1 satellite parking lot in Cumberland. A shuttle bus or van meets all scheduled ferry trips. There is also the Blanchard parking lot on Cousins Island in Yarmouth, which operates under restrictions imposed by various court decrees. The forty-five year debate between the Towns of Cumberland and Yarmouth regarding this parking lot is close to a final resolution. In 1999, MDOT acquired the Blanchard Lot and earmarked \$300,000 for improvements. In addition, MDOT has provided funding for the design of a renovated Cousins Island Wharf, construction of the satellite parking lot in Cumberland, and three propane-powered buses. A court challenge to the parking lot taking was rejected by the Superior Court. That decision has been appealed to the State Supreme Court, which is expected to render its decision before the end of 2001.

Interstate Transit

Interstate service is currently provided by air, water, and bus. Additionally, Amtrak will be providing the Downeaster passenger rail service to connect Boston and Portland with stops in Massachusetts, New Hampshire, Wells, Saco, and Old Orchard Beach. Once implemented, this service may be extended to Brunswick, Rockland, Augusta, Bangor, and Bar Harbor. As such, the region will be served by multi-modal interstate service; however, Portland is currently the only location in the region where these services can be accessed, and local transit service to Portland is limited to a few suburban towns. Improved regional service to Portland needs to be developed. In addition, the “Downeaster” will need a feeder service to the Wells and Saco Intermodal Centers (under construction). With the exception of seasonal trolleys and a limited taxi service, passenger transportation is not currently available to a person departing the train in Wells. SMRPC is working with local officials to develop possible alternatives, but funding assistance for new service will be crucial to success.

Bicycle and Pedestrian Travel and Safety

For both bicyclists and pedestrians, a network of safe facilities is needed. There are numerous locations throughout the RTAC 6 region that are perceived to be safety hazards for pedestrians and cyclists. Many noted that they drive instead of walking or biking because the roads are too dangerous. Many schools in the RTAC 6 region prohibit their students from walking or biking to school because of unsafe roadways. Safety improvements and/or a network of separate facilities are needed. Paved shoulders, painted lanes, sidewalks, and off-road trails are all part of the network, but connections will be vital to continuous mobility. The Eastern Trail, an off-road, multi-use path on an abandoned rail line between Berwick and South Portland will fulfill part of this need, but more facilities will still be needed in the other parts of the region. Although MDOT has identified three (3) bicycle tour loops in the RTAC 6 region, all loops list cautions, such as heavy traffic, no shoulders, and narrow roads. Also, many new residential developments do not consider pedestrian and bicycle access in design. The RTAC 6 Regional Bike Plan, developed in 1999, lists and prioritizes roadways in need of paved shoulders for safe bicycle travel. In addition, many towns lack adequate sidewalks and off-road facilities on their local roads. Once facilities are designated, adequate signage and/or roadway paint must be installed and maintained to encourage long-term use.

There is a lack of secure bicycle storage at park-and-ride lots, major activity centers such as shopping places, schools, and public facilities. Bicycle storage will be needed on Amtrak trains too. Also, shower facilities at places of work may increase bicycle and pedestrian commute trips. Some cities have installed traffic signals that can be activated by bicyclists. This initiative needs to be explored further.

Ongoing bicycle safety education is needed in the RTAC 6 region. Both Cumberland and York counties have instituted Kids and Transportation Programs aimed at providing a forum for teachers, parents, and children to learn more about transportation safety and services. In addition, the Bicycle Coalition of Maine has given a number of in-school presentations educating children about bicycle safety. This effort needs to continue, and more programs for adults should be developed.

Modal Connections

In order to encourage multi-modal travel, connections between different travel modes need to be enhanced. Currently, most of the regions modal connections are located in Portland. Examples of connections needed within the region include providing storage for bicycles on buses and trains; train and bus stations with feeder transit services, bicycle storage, highway access, and bicycle and pedestrian friendly approaches; an interconnected bicycle/pedestrian network; and park-and-ride lots.

E. Freight and Hazardous Waste Movement

Approximately 87% of all freight imports and over 90% of Maine's exports move to and from Maine on a truck. The disadvantages of relying so heavily on vehicular movement of freight include deterioration of roadways, downtown congestion, safety hazards, and inefficient use of fuel. The 1999 RTAC 6 Truck Route Report, produced by GPCOG and SMRPC noted that trucks leave the interstate system because of weight limits, tolls, inspections, or construction/accident delays. Most local roadways were not designed for heavy vehicles and have inadequate load bearing capacity and roadway geometry. A Maine congressional representative has proposed to increase the interstate weight limit in hopes of reducing truck traffic on local roads.

In addition, the east-west movement of freight is constricted, largely due to limited highway access. The Draft Heavy Haul Truck Network study, conducted by Wilbur Smith Associates, identifies 44.79 miles of projects needed to address roadway deficiencies that inhibit truck movement within the RTAC 6 region (not including those within MPO areas). These projects address pavement and bridge condition, pavement geometry, and roadway alignment. Of these projects, 29.56 miles (66%) are located on east-west highways.

MDOT's Office of Freight Transportation produced the Integrated Freight Plan in 1998. The plan is currently being updated, but was not available for inclusion in this Regional Advisory Report. The 1998 plan identified the following restrictions to freight movement in the RTAC 6 region: congestion at the intersection of Route 111 and the Maine Turnpike access road; the need for a signal at the intersection of Routes 302 and 11 in Naples; export capability at the Portland Jetport; the numbering of the interstate exits; and inadequate turning radius at the intersection of Veranda and Washington Avenue in Portland. Other restrictions will likely be identified in the updated Integrated Freight Plan.

In the RTAC 6 region, the following highway bridges that span over railroad tracks have insufficient clearance for double-stack train service: Route 111 in Biddeford, Route 1 in Arundel, Summer Street in Kennebunk, Merriland Ridge Road in Wells, and Route 9 in North Berwick. Additionally, there are several bridges in New Hampshire that have substandard clearance.

The region needs to increase the use of other modes for the movement of freight such as rail, air, and pipelines. The International Marine Terminal (IMT) does not have any rail access. All freight distributed from the IMT is hauled by truck. However, perhaps in response to the 1998 RAR's recommendation for the promotion of intermodal freight terminals, a Right-of-Way has

been preserved by MDOT for potential rail access. Also, increasing the use of the Sanford airport for deliveries to business in the nearby industrial park and implementing freight rail service to the Sanford industrial area have been suggested by the public. For pipelines, it has been determined that the Portland to Bangor pipeline takes one truck off the road every 45 minutes. In general, the region needs to explore multimodal potential for freight movement.

Hazardous materials are defined as anything hazardous to human health. As these materials are transported, the potential for citizen harm exists. Where do these materials originate? Where are they going? How are they getting there? What route do they follow? These are questions that are important to answer, especially in light of the increased threat of terrorist activity in the United States. The Maine Emergency Management Association (MEMA) has contracted with the Greater Portland Council of Governments (GPCOG) to prepare a commodity flow study to identify deficiencies in all modes of hazardous material transport. Addressing these deficiencies in the future will be crucial for public safety.

F. Environmental and Cultural Protection

All of the RTAC 6 region is considered an air quality nonattainment area, meaning ground level ozone levels have exceeded the National Ambient Air Quality Standards established by the Clean Air Act of 1990. Ground level ozone is formed when volatile organic compounds (VOCs) and oxides of nitrogen (NOx), which are emitted when fuel is burned, react in the presence of sunlight and heat. This reaction is mostly associated with hot summer months. As a result of the nonattainment designation, MDOT needs to continue its plans to reduce the levels of emissions by technological advances in emissions control and providing alternative transportation choices. Funds obtained through the Congestion Mitigation Air Quality (CMAQ) program should continue to be used to increase use of passenger transportation, develop rideshare programs, build park-and-ride lots, build and connect bike and pedestrian facilities, and improve traffic signal systems to keep traffic flowing. In addition, the state needs to enforce its two emissions programs, the low vehicle emission program for cars and light duty trucks and a standard for diesel heavy-duty engines intended for highway operation. The use of alternative fuels should also be encouraged.

The flooding of roadways due to poor drainage also needs to be addressed. The new Access Management program was designed to address this issue, but only applies to rural roadways. Attention to proper drainage needs to be given for all highways under MDOT's jurisdiction.

In addition, RTAC 6 should explore and encourage candidates for MDOT's Surface Water Quality Protection Program, Scenic Byways program, and Community Gateways program. These programs have been designed to protect and preserve environmental quality, scenic vistas, and the state's unique culture.

G. Urban Sprawl and Growth Management

According to a recent study conducted by the Brookings Institution, the greater Portland area has one of the worst sprawl rates in the country. While the Metropolitan area's population increased by 17%, the amount of farmland and forestland converted to urban uses increased by 108%.

Additionally, 96% of the state's growth between 1990 and 2000 occurred in the RTAC 6 region. Most of this growth occurred in suburban and rural areas. The cost of building and maintaining a transportation system for low-density areas is very expensive. The region, in its land use and transportation policies, needs to encourage densely populated, livable communities in order to curb municipal and state costs such as enhancing and expanding the transportation system.

Conversely, the placement and improvement of transportation system components can dictate growth patterns. When it is easy to get around, an area becomes more attractive to businesses and households. In Massachusetts, the Route 128 ring, designed to bypass downtown Boston and associated traffic congestion, became a booming industrial strip. Many businesses located along this highway because of the convenience for automobile travel, and residential growth boomed nearby as well. Now, the corridor experiences heavy congestion. The concentric I-495 corridor is beginning to meet a similar fate. In the RTAC 6 region, the widening of the Maine Turnpike and the return of passenger rail service may have comparable effects unless land use policies to control growth and avoid future traffic congestion are implemented.

Within the RTAC 6 region, eighteen (18) municipalities have passed building permit limitation ordinances in an effort to control growth and others are considering similar measures. These include impact fees for commercial development, tax increment financing, and, in some cases, building moratoria. However, these measures do not address the problems such as over-capacity roads, increasing bus trips to schools, and the high cost of extending water and sewer systems. Many municipalities are developing ordinances that limit the number of new housing units allowed in a given time period, but do not address commercial development or the location of new units.

A better tool that municipalities can use to direct growth is the Comprehensive Plan. The region's communities have been involved in comprehensive planning since the late 1980s. However, few communities have linked transportation and land use policies, and many plans do not identify any transportation goals other than improving safety and roadway condition. In addition, most of these plans were developed prior to significant transportation legislation and do not address alternative modes. Comprehensive Plan updates need to consider alternative modes; areas already served by sewer and water; connectivity of the local roadway network; access management and capacity preservation; location of schools; municipal offices and stores; and preservation of open space.

F. The Planning Process and Transportation Funding

Recently, MDOT has suggested that through the RTAC process, a lot of money is being spent to reach a relatively small number of people statewide and MDOT could do a better job implementing Maine's Sensible Transportation Policy Act (STPA) of 1991. In response, MDOT has proposed to restructure the RTAC system. One component of this change will include more involvement of the RTAC in advising MDOT on public outreach strategies, significant highway projects, and projects of substantial public interest. One of the policy objectives outlined in the STPA is to "meet the diverse transportation needs of the people of the state, including rural and urban populations and the unique mobility needs of the elderly and disabled. Currently, the RTAC membership does not reserve a seat for a person to represent people with barriers.

Corridor committees are effective at attracting members of the public to the planning table. They also bring a holistic view of the corridor's transportation problems, including land use issues, differing objectives of each municipality, and abutter concerns. Corridor committee members are involved early in the planning process and help define both transportation problems and potential solutions. That early involvement helps build consensus for proposed projects and interest in transportation planning. There is a sense that changes are coming from the people, not the government. More corridor committees should be encouraged within the region, and each should be more involved with the RTAC to foster a regional perspective throughout the process.

Rural areas house approximately 25% of the nation's population, but receive only 6% of transportation funds.⁸ The roadways and population in the RTAC 6 region (including the MPO areas) comprise over 22% of the state road system and over 19% of the state's population, but MDOT Division 6 (essentially all of RTAC 6) received only 15% of the funding in the latest 6-Year Plan. These figures are better than the national average, but still not considered sufficient. MDOT needs to explore other sources of revenue so that more transportation needs can be met throughout the state and within the RTAC 6 region.

⁸ Research and Training Center on Rural Rehabilitation, *Rural Facts*, June, 1999.

CHAPTER IV. Public Outreach

A. Outreach Activities

In order to determine regional transportation issues and priorities, a number of public outreach activities were conducted.

A survey was designed rating the level of importance of transportation issues and comments about how these issues are being addressed within the region. Along with the survey, participants were given a table outlining Maine's major transportation issues and policies as listed in current planning documents such as the 20-Year Plan and 6-Year Plan. The survey was mailed to municipal officials and distributed at meetings throughout the region. Approximately 18% of the 641 surveys were returned. A copy of the survey and "Issues and Policies" table can be found in Appendix A.

A presentation on the transportation planning process and the RAR's role was developed for use at local meetings of various planning groups. Staff met with the Kittery Area Comprehensive Transportation Study (KACTS) committee, the Portland Area Comprehensive Transportation Study (PACTS) committee, Cumberland County Planners, SMRPC Executive Committee, York County Coalition of Chambers of Commerce, The Regional Transportation Program (RTP), Mermaid Transportation, the Americans with Disabilities Act (ADA) Paratransit group, and the Transportation Subcommittee of the Sanford Area Chamber of Commerce. In addition, a public hearing, focused on the RAR, was held in Gray. Surveys were distributed at each of these meetings.

Staff reviewed public comment received since the development of last RAR in 1998. Among items examined were minutes from past RTAC meetings, the 2002-2007 Six-Year Plan hearing, Mountain Division Rail with Trail hearings, MTA public hearings, and correspondence to MDOT and/or RTAC 6. See Appendix B for a complete list of public comment reviewed.

After the RAR drafts were completed, staff received input from transit users and providers, RTAC members, regional planners, and members of the public in attendance at RTAC meetings.

B. Summary of Public Input

Participants were asked on the survey to rate the level of importance of the following 13 transportation issues: air travel; bicycle/pedestrian facilities; connectivity between modes; consistency with land-use planning; environmental quality & protection; freight movement; fixed-route, demand-response, and intracity transit services; marine transit service; passenger rail service; public safety; traffic congestion; and tourism travel. The ratings used were 1, 2, or 3, with 1 being very important, 2 being important, and 3 being not important. All responses were averaged and the results are listed below. No issue received an average score close to 3, not important.

1. Public Safety (average rating = 1.25)
2. Traffic Congestion (average rating = 1.32)
3. Highway and Bridge Condition (average rating = 1.47)
4. Environmental Quality and Protection (average rating = 1.54)
5. Tourism Travel (average rating = 1.60)
6. Bicycle and Pedestrian Facilities (average rating = 1.62)
7. Consistency with Land-Use Planning (average rating = 1.64)
8. Freight Movement (average rating = 1.74)
9. Connectivity between Modes (average rating = 1.80)
10. Fixed-Route, Demand-Response and Intracity Transit (average rating = 1.86)
11. Air Travel (average rating = 1.91)
12. Passenger Rail (average rating = 2.00)
13. Marine Transit (average rating = 2.27)

Each comment from the returned surveys and from the review of past public input was listed under one or more relevant transportation issue as outlined in Section III of this report. Once compiled, the number of comments was counted and the results are shown in Figure IV-14. An overview of all comments follows.

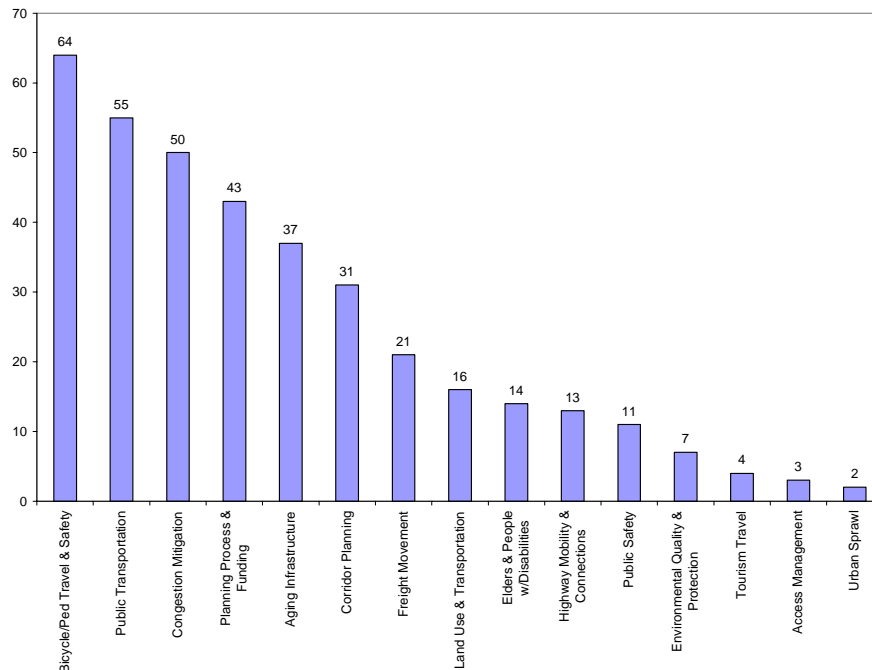


Figure IV-14

Bicycle & Pedestrian Travel and Safety - The call for bicycle and pedestrian facilities was demonstrated with 64 comments. For the most part, the public felt that sidewalks and bike paths were lacking and were needed for safety, especially for children. Some noted that they would walk or bike instead of using their car for some trips if it were safer to do so. Paved shoulders, lane designation, and route development (e.g. the Eastern Trail) were in high demand. In fact, it was recommended that MDOT consider these facilities in all plans, although one dissenter thought that highway funds should not be used for bicycle projects.

Passenger Transportation - There were 55 comments regarding passenger transportation. In general, it was felt that more funding is needed for public transportation to maintain and expand service. Within the rural areas, it was suggested that mobility within the region and access to cities such as Portland, Portsmouth, and Boston should be served by transit. Also noted was the need for service along Route 1 connecting the seacoast areas for both tourists and year-round residents. Suburb to suburb travel was also considered to be lacking. The expansion and continual improvement of air and marine service was requested. Also, transit feeder services were thought to be necessary, especially for the future Amtrak run – the Downeaster.

Congestion Mitigation - Excessive traffic is an important issue as expressed by 50 comments. Increased traffic and limited parking during the summer was noted. Respondents mentioned both Transportation System Management (TSM) and Transportation Demand Management (TDM) alternatives. Improved signage, synchronized signalization, more incentives to carpool, and congestion pricing should be explored before expanding highway capacity. Still, new facilities, such as turnpike interchanges and bypasses, were proposed.

The Planning Process & Distribution of Funds - The public made 43 comments on the planning process. Improved comprehensive planning, agency and municipal coordination, and a statewide vision were requested. Regarding funding, some felt that too much money was going to highways and that more should be spent on alternate modes and issues such as aging population, growth in population, and the environment. Others felt more funding was needed for the roadway network. Specifically noted were the major and minor collectors, non-MPO urban arterials, and roadways that were once under MDOT jurisdiction, but have been “turned back” to the towns. Some comments focusing on a perceived unfair fund allocation include the thought that southern Maine should receive funding proportionate to tax revenue generated and the note that the most recent 6-Year Plan represented a 73% increase in reconstruction, but reconstruction in Division 6 increased by only 18%.

Aging Infrastructure - Comments on the condition of the infrastructure numbered 37. In general, there is the perception that the quality of roads and bridges could be better. Support was expressed for the reconstruction of the backlog and maintenance of the entire highway system, especially before building any new roads. For bridges, the public commented that they should be maintained in good, safe condition.

Corridor Planning - Of the 31 comments regarding corridor planning, most specifically referred to Routes 1, 22, 25, 26, 35, 109, 111, 114, 115, and 302. Another major concern is limited east-west highway capacity. Both providing new capacity and improving existing highway corridors were suggested.

Freight Movement - Public input on the movement of freight within the region consisted of 21 comments. In general, concern was expressed over heavy vehicle movement in downtown areas and along coastal tourist corridors resulting in deterioration of pavement and increasing traffic congestion. Some suggestions for decreasing the number of trucks on the highway system included reestablishing the Mountain Division rail line for freight movement, instituting rail freight service to the Sanford Industrial Area, and building publicly owned pipelines. Also suggested was the lowering of truck weight and speed limits. In addition, a lack of container cargo facilities was noted and the method for distributing goods from the harbor was questioned.

Consistency between Land Use and Transportation Policy - Concern regarding the connection between transportation and land-use was apparent from the 16 comments. Transportation access is deemed critical to economic development and the state’s focus on rural roads could be encouraging rural development and subsequently promoting the “one-person-per-vehicle transportation system.” In order to achieve consistency between land-use and the transportation network, it was suggested that regional GIS coverages of roadways and land-use be made available to towns and MDOT should provide advice to towns during Comprehensive Plan development.

Accessibility for People Who are Older and/or have Disabilities - The 14 comments regarding transportation for people who cannot drive focused on the improvement and expansion of service. The ability to make trips increases independence and quality of life.

Highway Mobility and Modal Connections - The public made thirteen comments regarding highway mobility and modal connections. Initiatives to enhance connectivity between modes, such as park-and-ride lots and bicycle storage on buses and trains, were noted. The interconnectivity of the highway network was of concern, and dead-end roads are not considered good practice. Areas that were mentioned as being difficult to access on the highway network are I-295 from Yarmouth and Cumberland and downtown Portland from the west.

Highway Safety - Although public safety ranked as the most important topic on the surveys, it received only 11 comments. Highway safety concerns included roadway and bridge condition, accident rates, signage, visibility, breakdown lanes, speeding, and drunk driving.

Environmental Quality & Protection - The comments regarding the environment were varied and numbered 7. One respondent noted that there was not enough funding to pursue environmental issues. Another complained of noise pollution during road construction and the lack of notice regarding construction schedules. Another stated that we should lessen our dependence on foreign energy, specifically oil. Then, some specific remarks included air pollution along Route 1 from too many traffic lights, poor drainage in Ogunquit, and the hope that herbicides would not be used along the proposed Mountain Division Trail.

Tourism Travel - The four comments on tourism focused on the limited parking and increased traffic resulting from the many visitors to the area. There seems to be more concern about the impact of tourists to the local area, rather than the ability for a tourist to travel efficiently.

Access Management - Support for access management and the need along Route 236 were noted in the three comments for this topic.

Urban Sprawl - The two comments regarding urban sprawl imply that current transportation and land use policies encourage low-density residential development.

CHAPTER V. RTAC Advice

It is important to note that two issues, **Public Safety** and **Accessibility for People with Barriers** have not been prioritized against other transportation issues. RTAC 6 has decided that these two issues are very important and should be considered in all aspects of transportation planning. This section's intended audience is MDOT. However, some recommendations may also apply to the region's communities, the Maine Turnpike Authority, and other government agencies.

Priority #1 Aging Infrastructure

- Determine where the condition of the infrastructure is causing safety hazards and assign high priority to its repair;
- Require developers to mitigate the deterioration of surrounding infrastructure resulting from increases in traffic to the development, including nearby pavement and bridges in addition to the usual mitigation of traffic flow at access points to the development;
- Consider the future use and needed capacity of a roadway while rebuilding the backlog and while conducting routine maintenance;
- Consider providing bicycle and pedestrian facilities while rebuilding the backlog;
- Follow the requirements of Title 23, which outline "proper maintenance"; and
- Use good engineering standards when designing new or reconstructed roadways and bridges.

Priority #2 Traffic Congestion

- Increase the attractiveness of carpooling and mass transit to discourage Single Occupant Vehicle (SOV) travel;
- Increase support for Transportation Demand Management (TDM) strategies such as commuter transportation, carpooling, and vanpooling;
- Prioritize projects that are less expensive and take less time to implement, rather than those that typically require costly mitigation;
- In planning mitigation projects, start at locations currently defined as "congested" or "at risk for congestion;"
- Next, analyze potential future congestion based on land use patterns and plan preventative comprehensive planning strategies to preserve mobility;
- Enforce all of MDOT's access management rules;
- Partner capacity additions with land use regulations; and
- Take a more active role in community comprehensive planning and reward communities that follow through with agreed upon preventative measures.

Priority #3**Urban Sprawl and Growth Management**

- Partner capacity additions with land use regulations;
- Take a more active role in community comprehensive planning and reward communities that follow through with agreed upon preventative measures;
- Support communities with Comprehensive Plans found to be consistent;
- Require developers to pay for improvements to the surrounding transportation system in addition to the usual mitigation of traffic flow at access points to the development;
- Enforce all of MDOT's access management rules;
- Work with other state agencies to foster consistency; and
- Use the Department's resources to encourage planning that will preserve quality of life, decrease sprawl, and direct growth to central locations.

Priority #4**Access Management**

- Enforce all of MDOT's access management rules;
- Reexamine the rules and try to eliminate any loopholes and minimize allowable variances that could be utilized to bypass the rules and negate their purpose;
- Conduct ongoing assessment of the rules, their enforcement, and the resulting increase in safety and preservation of speed and capacity; and
- Support and encourage corridor planning.

Priority #5**Passenger Transportation**

- Recognize the importance of passenger transportation to the overall transportation system and its potential to address other transportation issues;
- Continue to pursue a "seamless" transportation network by encouraging modal connections;
- Pursue the development of the passenger transportation system to be balanced, integrated, and have variety;
- Recognize that ferry routes are extensions of the highway network and fund them accordingly;
- To the greatest extent practicable, allow for independent access on all modes of transportation by people who have disabilities, who are older, or who have an economic disadvantage;
- Increase convenience, accessibility, and on-time arrival for all members of the population;
- Expand passenger transportation in areas having the highest potential for use;
- Financially support pilot services;
- Recognize the need for state and federal financial support for public transportation;
- Encourage the use of alternatively fueled fleets; and
- Recognize that public transportation is the only mode for a significant percentage of the population and should receive the funding in line with other modes.

Priority #6 Freight Movement

- Support the construction of more pipelines, where appropriate, to reduce the need for trucks to carry liquid freight;
- Standardize weight limits to reduce heavy vehicle traffic on non-interstate roadways;
- Set a goal of achieving a significant reduction of truck traffic on non-interstate roads;
- Ensure modal connections for the movement of freight, specifically between regional transfer centers, marine ports, and airports;
- Improve the economic feasibility of rail for the movement of freight;
- Improve railroad management;
- Improve the east/west movement of freight;
- Conduct a commodity flow study;
- Evaluate the potential for congestion pricing for heavy vehicles to encourage travel during off-peak hours; and
- Improve and add rest areas along major truck routes.

Priority #7 Bicycle and Pedestrian Travel and Safety

- In coordination with local involvement, provide adequate bicycle and pedestrian facilities on every road and bridge that is reconstructed or receives significant rehabilitation, especially in urban compact areas or Service Centers;
- Reevaluate its current criteria for paving shoulders and building sidewalks to consider the projected traffic and future use of the road;
- When building sidewalks, consider constructing on both sides of the roadway to minimize the need for crossing or provide safe and adequate cross-walking facilities, especially over wide expanses;
- Pay particular attention to the connectivity of on and off-road bicycle and pedestrian facilities and extend project limits to minimize gaps in the network; and
- Strongly consider local input and municipal comprehensive plans that request bicycle and/or pedestrian facilities.

Priority #8 The Planning Process and Transportation Funding

- Assign a seat on every RTAC for a person who can represent people with disabilities, who are older, or who have an economic disadvantage;
- Enforce ADA compliance of all new design, construction, and inspection;
- Continue and improve public outreach and education at all phases of the planning process;
- Provide design layouts for public review earlier in the process;
- Take a more active role in community comprehensive planning and withhold funding where communities do not follow through with agreed upon preventative measures;

- Encourage the formation of corridor committees;
- Lobby for more federal funding assistance;
- Generate more revenue, possibly from new funding sources, so that more transportation needs can be met throughout the state and within the RTAC 6 region;
- Prioritize multimodal solutions to transportation problems; and
- Distribute funds based on needs, such as deterioration of roadway, high incident of vehicle crashes, and high traffic volume.

Priority #9 Environmental and Cultural Protection

- Be sensitive to the environment and to historic and cultural resources in all aspects of transportation planning;
- Enforce all access management rules;
- Mitigate the potential for flooding and maintain water quality;
- Allow open space/green space in Rights-of-Way;
- Consider the benefits of open space and roadless areas when considering new roads;
- Encourage rest areas with historical markers;
- Encourage the use of taxed alternative fuels; and
- Promote the development of alternative fuel infrastructure in key locations along major travel corridors.

Priority #10 Modal Connections

- Consider connections between modes in all aspects of transportation planning.

APPENDIX A

Survey

**2001 Regional Advisory Report
RTAC 6 Region**

Needs & Issues Survey

In which town do you live? _____ Work? _____

Please rate the following transportation issues in terms of regional importance.
(1 = very important; 2 = important; 3 = not important)

- _____ Air Travel
- _____ Bicycle/Pedestrian Facilities
- _____ Connectivity between Modes
- _____ Consistency with Land Use Planning
- _____ Environmental Quality & Protection
- _____ Freight Movement
- _____ Highway and Bridge Condition
- _____ Fixed-Route, Demand-Response, and Intracity Transit Services
- _____ Marine Transit Service
- _____ Passenger Rail Service
- _____ Public Safety
- _____ Traffic Congestion
- _____ Tourism Travel

Please identify any transportation issues that you feel are not being adequately addressed in the region.

What other concerns do you have regarding transportation in the region?

Thank-You for your input – Please return by June 15, 2001

Southern Maine Regional Planning Commission
21 Bradeen Street, Suite 304
Springvale, ME 04083

ATTN: Suzanne LePage

APPENDIX B

Public Comment Reviewed

Prior to Drafting Document

Regional Advisory Report Public Outreach Public Comment Reviewed

6/xx/01	Surveys	RAR Needs & Issues Survey
4/26/01	Correspondence	to MDOT, from Charlie Humphries, N. Yarmouth
4/25/01	Correspondence	to MDOT, from Steven Palmer, N. Yarmouth
4/20/01	Correspondence	to MDOT, from Nancy Grant, N. Yarmouth
4/19/01	Telephone Correspondence	John Andrews, Eastern Trail Alliance
3/27/01	Meeting	RTAC 6
3/15/01	Public Hearing	Mountain Division Trail
2/27/01	Meeting	RTAC 6
12/29/00	Correspondence	to RTAC, from Tony Hayes - Falmouth
11/20/00	Correspondence	to MDOT, from Nancy Grant - North Yarmouth
11/17/00	Correspondence	to MDOT, from Tony Hayes - Falmouth
11/1/00	Meeting	RTAC 6
11/1/00	Correspondence	to RTAC, from Kathleen Brown, Rte 302 and You
10/10/00	Public Hearing	2002-2007 Six-Year Plan
9/26/00	Surveys	Evaluating 6-Year Plan Presentation in Freeport
9/11/00	Surveys	Evaluating 6-Year Plan Presentation in Cumberland
8/29/00	Correspondence	to MDOT, from Peter Jankowski, Gray Town Mgr.
8/22/00	Meeting	RTAC 6
6/27/00	Meeting	RTAC 6
4/25/00	Meeting	RTAC 6
3/28/00	Meeting	RTAC 6
2/22/00	Meeting	RTAC 6
1/6/00	Correspondence	to GPCOG, from Michael J. Thorne, Harrison
11/23/99	Meeting	RTAC 6
10/26/99	Meeting	RTAC 6
9/28/99	Meeting	RTAC 6
8/24/99	Meeting	RTAC 6
6/22/99	Meeting	RTAC 6
5/25/99	Meeting	RTAC 6
5/4/99	Meeting	RTAC 6
3/24/99	Meeting	RTAC 6
2/24/99	Meeting	RTAC 6
1/27/99	Meeting	RTAC 6
1/26/99	Surveys	Stated Preference for Mountain Division Trail
11/18/98	Meeting	RTAC 6
11/4/98	Meeting	RTAC 6
10/7/98	Public Hearing	1999-2004 Six-Year Plan - Alfred
10/7/98	Public Hearing	1999-2004 Six-Year Plan -
10/6/98	Correspondence	to MDOT, from John N. Lufkin, Freeport
9/23/98	Meeting	RTAC 6
8/26/98	Meeting	RTAC 6
8/5/98	Correspondence	to MTA, from Richard A. Bennett, Senator
7/29/98	Meeting	RTAC 6

7/23/98 Public Hearing	MTA toll increases
7/16/98 Public Hearing	MTA toll increases
7/15/98 Public Hearing	MTA toll increases
7/13/98 Public Hearing	MTA 1998 10-year plan
7/9/98 Correspondence	to MTA, from William Johnson, Mayor of Saco
5/27/98 Meeting	RTAC 6
5/21/98 Meeting	MTA Public Hearing on 10-year plan
5/18/98 Meeting	MTA Public Hearing on 10-year plan
4/29/98 Meeting	RTAC 6
4/23/98 Correspondence	to MTA, from Jane Taintor, Scarborough
4/1/98 Correspondence	to RTAC 6, from Dan Fleishman
4/1/98 Meeting	RTAC 6
3/11/98 Meeting	RTAC 6
2/11/98 Meeting	RTAC 6
1/21/98 Meeting	RTAC 6
12/3/97 Meeting	RTAC 6

APPENDIX C

Public Comment

Prior to Drafting Document

Issues	Public Comments
Access Management [3]	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • Access Management Rules long overdue. • Access management, consistency with land-use planning <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Route 236 is hazardous and congested – need 4 lanes or better access roads (Eliot)
Accessibility for People with Barriers [4]	<ul style="list-style-type: none"> • Additional transportation services are needed for persons with mental health issues – especially at nights and on weekends. • The free bus service is once a week. Why not once a day? There is no reason why one trip per day shouldn't be scheduled. People move out of the area, particularly when they "age" because they are bored to death. If transportation is part of community, why not provide it for free trips to Boston, to the opera, etc. • We badly need to expand/improve public bus system and RTP/alternative transportation for people who cannot drive (old, disabled, etc.) • We need to maintain and continually renew our commitment to transportation for persons with barriers. It tremendously increases independence when you have a system you can rely upon.
Aging Infrastructure [37]	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • The bridge in Biddeford has taken three years to replace. MDOT should look into the composite bridges that NH puts up in a matter of months. • Bridges should be built using pressure treated wood where the bridges are built off-site. • The roads must be maintained in good condition. • Quality of roads poor (ditto shoulders of roads) • Highway Condition • Need to look at improvements to the current infrastructure before adding new roads • Maintenance upgrades (reconstruction of backlog) of all state roads • Proper maintenance and upgrading of highways in the entire area • Maintenance of existing roads • Fixing bad roads • MDOT should concentrate on its principle mission of keeping the highway and bridges in good condition and safe. • Rebuilding of road subsoils where needed before repaving programs take place each year • Need to continue highway improvements • Bridge repair • Quality of some roads which are no longer maintained by DOT – recently turned over to towns or designation changed • Road Surface Maintenance • Poor upkeep of road, bridges, and stormwater systems • Inadequate design of culverts

<p>Aging Infrastructure (continued)</p>	<ul style="list-style-type: none"> • I want rebuilt backlog highways <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Route 22 between Route 202 and Scarborough Center needs improvement. • Route 4A between Route 112 and Bars Mills Bridge in Buxton needs improvement. • Rte 114 in Casco, Naples, and Sebago - Concern expressed over deterioration of road. • Strong support expressed for Route 1 improvements in Ogunquit. • Strong support expressed for the replacement of the Beach Street Bridge in Ogunquit. • Overlay needed on Route 35 in Standish between Route 113 and the Gorham town line and between White's Bridge Road and the Windham town line. • Route 114 between Wards Cove and Sebago town line in Standish needs improvement. A culvert is needed at Sticky River. • Expedite improvements along Route 25 between Randall Road and Route 113. • Roads from Westbrook to Baldwin need work. • Route 35 in Casco is in poor condition and needs reconstruction including shoulders and drainage. • Support expressed for the reconstruction of Route 302 from the Westbrook line to Foster's Corner. • Instead of hot mulch maintenance, Route 35 in Harrison needs a more permanent and durable paving project. • The tracks along the Mountain Division corridor are in poor condition – not fit for train service to be re-established. • Strong support expressed for the replacement of the Willett Brook Bridge in Bridgton. • Grade-crossing improvements needed for the Sunday River Ski Train. • Condition of Route 5 from Waterboro/Limerick line to the Cornish/Limerick line. Narrow roadway in Limerick village • Route 1 between/through Biddeford – Arundel is poor condition – needs widening/paved shoulders – line delineating lane for bicycle travel • Pownal Road and Route 136 are in dire need of reconstruction. Growth in that part of Freeport and the surrounding towns has put a tremendous strain on the road.
<p>Bicycle/Pedestrian Travel and Safety [64]</p>	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • In Raymond, there is a strong opinion that pedestrian and bicycle facilities should be considered in all MDOT plans. • Support for use of paint on highways to improve multi-modal road sharing • Support expressed for the Eastern Trail and a regional trails plan. • Traffic lights should be able to be triggered by bicycles. • Buses and trains should accommodate bicycles to encourage multimodal travel. • Emphasis should be placed on connecting communities to recreational trails. • Highway funds should not be used for bicycle or pedestrian projects.

<p>Bicycle/Pedestrian Travel and Safety (continued)</p>	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Bike path with properly marked directions to lodging and restaurant facilities, attractions • Lack of sidewalks • Lack of bike paths • Paved shoulders for bicycles • Bicycle/ped facilities seem to be an afterthought to the highway system. I think they should take priority. Not very many people ride their bikes or walk because it is either dangerous or at least unpleasant along our roadways. • Bike paths • Pedestrian/bike safety – sidewalks, crosswalks, shoulder width. Walking is a mode (the oldest) of transportation. • Bike and pedestrian travel • Probably could benefit from bicycle and pedestrian facilities • Building usable bike paths on all major roads • Alternative transportation – bike routes, etc. • Bicycle route development • Poor sidewalks and bicycle lanes (some places no sidewalks) very dangerous for children walking and biking to school and the beach • Bicycle/pedestrian facilities • Safety concerns with too many bicycles on narrow roads • Bike/pedestrian paths • Bike and pedestrian safety on roadways • Major corridors lacking wide shoulders for bike/pedestrians • We need greater support for bike facilities (i.e. Eastern Trail) • If and when I cannot drive, it's not safe to walk to other than one mom-and-pop store here (Raymond) • Paved shoulders! Biking is a great alternative, but not at risk of life and limb. • Lack of good safe bikeways among towns north of Portland • Safety of bikers/joggers/pedestrians • Lack of safe use of roadways by non-motorized modes of transport – bicycles • Bike and pedestrian safety on roadways • I want adequate and safe shoulders and trails for bicyclists and pedestrians <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • 4-foot paved shoulders needed on Route 115 in North Yarmouth from the Gray town line to the Yarmouth town line [Score = 28 in RTAC Bike Plan – “Urgent Need”] • 4-foot paved shoulders needed on Route 9 in North Yarmouth from the Cumberland town line to North Road [Score = 33 in RTAC Bike Plan – “Urgent Need”] • Intersection of Routes 115 and 9 in Yarmouth needs safety improvements for pedestrians and bicyclists. • Limerick would like to see bicycle lanes on Route 5. • The Salmon Falls Bridge on Route 202 in Hollis is dangerously narrow for
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<p>Bicycle/Pedestrian Travel and Safety (continued)</p>	<p>pedestrians and bicycles.</p> <ul style="list-style-type: none"> • Route 115 in Yarmouth needs improvement – especially for pedestrians and cyclists. • Paved shoulders and signs needed for all on-road segments of the Eastern Trail • The intersection of Routes 9A and 99 in Kennebunk has very poor or nonexistent pedestrian facilities. Children in the area need sidewalks for school purposes. • Route 35 in Casco needs shoulders for bicycles and pedestrians. • Support and enthusiasm expressed for the Mountain Division Trail project. • If rail service is re-established along the Mountain Division corridor, provide space for bicycles for weekend excursions to North Conway. • All the main roads in North Yarmouth are unsafe for pedestrians and bicyclists (Route 9, 115, 231, and North Road). The North Yarmouth Safe Walk and Bike Ways Committee’s highest priority is the section of Route 9 from the Cumberland town line to North Yarmouth Memorial School. • Route 9 and 115 in North Yarmouth should receive paved shoulders. • No pedestrian/bike paths along town roads (except Cumberland Center) • Need bicycle path along this route (Route 5 in Limerick) • Inadequate room for many bikers and walkers along Shore Road – Dangerous! (Cape Neddick, Ogunquit) • It is unsafe to cross the streets of Ogunquit and now it’s worse because the crosswalks have been removed. People are still going to cross the street. It is our responsibility to keep them safe. • None north side of town (Ogunquit) • Route 1 in Ogunquit is a mess!! Lousy drainage and no sidewalks. • Most main streets (i.e. River Road) have no shoulders – so pedestrians, bicycles, skaters use the middle of the road. Need adequate shoulders for safety. (Eliot) • Bicycle/pedestrian facilities are overlooked here. Our roads have no shoulders or inadequate shoulders at best. (Raymond) • Crosswalks in the center of Ogunquit • Route 88 – linking Yarmouth to Falmouth with paved shoulders for bike/ped enhancement • Route 1 between/through Biddeford – Arundel is poor condition – needs widening/paved shoulders – line delineating lane for bicycle travel • Route 1 bicycle/pedestrian facilities in Kennebunk and Ogunquit • Pedestrian safety in the village area (Limerick) • Freeport would also like the road shoulders paved where possible to provide a safer means of travel for bicyclists and pedestrians. • Bike lanes (East Coast Greenway) • As a parent, I fear for my children’s safety and would not let my children ride a bicycle or walk alone down either Route 9 or 115 in North Yarmouth. • Consideration should be given to personal safety along any trail established along the Mountain Division Rail corridor.
<p>Congestion</p>	<p>POLICY COMMENTS</p>

Mitigation [50]	<ul style="list-style-type: none"> • Instead of expanding capacity along highways, the Maine Turnpike Authority and MDOT should explore congestion pricing.
Congestion Mitigation (continued)	<ul style="list-style-type: none"> • Traffic Congestion • Congestion Mitigation • I feel direction of traffic is very important and I don't feel people are really aware of directions that they are heading in a major dense traffic area • Commuting/carpooling • Reducing traffic congestion is the most important issue. • Traffic congestion • Traffic congestion • We need to carpool and drive less • I want highway congestion eliminated • Signs are very important when in a high traffic area • Maine east-west traffic congestion is getting worse than Boston, MA. It costs time and money. • Not enough incentives for people to rideshare/carpool to work • Terrible congestion in the summer • Expanding park-and-ride locations • Lack of alternate routes <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Support for the realignment of the intersection of Routes 1 and 91 in York. • The lights on Route 202 in Gray are not in synch. • Construct Exit 18 in Freeport to relieve congestion at exits 17, 19, and 20. • Improve turn lanes and add a traffic signal along Rte 302 in Naples. • Add a turning lane on Route 114 at its intersection with Route 302 in Naples to enhance efficiency of the right-hand turning movement. • The intersection of Routes 26 and 100 in Gray creates very long delays at 5:00 evenings. There does not seem to be any alternative. • Retain rail right-of-way in Fryeburg as a bypass route to ease local roadway congestion. • Best use of the Mountain Division Rail Corridor would be for a new road with a recreational path off to one side. • Support expressed and construction funds requested for the proposed westerly bypass for the town of Gray. • Route 114 through Gorham Village should not be improved. It sends too much traffic through the downtown area. • The intersection of Routes 113 and 25 in Standish needs improvements. • Support expressed for improvements to intersection of Rte 302 with Rtes 115 & 35. • Add a left-turn lane and an acceleration lane on Route 302 at its intersection with Hawthorne Road in Raymond. • Downtown congestion and recapturing pedestrian friendly downtown (Gray) • Bypass for downtown (Gray) • Lights need to respond to "real" traffic – need to have cameras to see the real problem areas – i.e. Morrells Corner, Forest Ave. (Portland) • Major traffic congestion problems around the Portland area need to be

<p>Congestion Mitigation (continued)</p>	<p>addressed ASAP.</p> <ul style="list-style-type: none"> • Traffic Congestion from Ogunquit/York border to and through Wells – Something has to be done to really consider this issue. • Route 1 turning lane – York County • Route 1 signalization sequencing between communities • Congestion on Route 1 during tourist season • Route 236 is hazardous and congested – need 4 lanes or better access roads (Eliot) • There is too much through traffic on Route 1 in Ogunquit • Ogunquit Route 1 bypass • Main Street – Route 109 traffic, Route 202/109 intersection (Springvale) • Route 1 corridor congestion • Traffic Flow through Sanford on 109, very congested not only in summer but throughout the year • Passing lanes at intersections on Route 111 • Gridlock along Route 1 • The use of traffic lights on Route 1 is contributing to traffic congestion and air pollution problems • An exit 18 on I-295 in Freeport should be built to serve non-tourists and the growing commercial base along Route 1. • Provide an alternate route to the southern portion of the turnpike, perhaps utilizing Route 202 or 4. • Support expressed for park-and-ride facilities at Raymond Beach. • There should be another exit between Wells and York to accommodate Ogunquit traffic. It would be so much better for the communities and for the tourists that support all of us here in Maine. Is anyone listening??
<p>Consistency between Land Use and Transportation Policy [16]</p>	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • State should provide more guidance to communities during the comprehensive planning process. Education is needed regarding the effects of land-use decisions on the transportation system. • Projects with the potential for economic development returns should be given a higher priority. • Long term planning for transportation impacts of development (including Amtrak), aging of population, growth in population, and environmental issues. The rural region has never had adequate funding to pursue these issues. • There is no connection between regional land use planning and the transportation network. • Transportation access is critical to the economic development of the region. • State transportation policy encouraging rural development • Access management, consistency with land-use planning • I'd like to see a regional GIS coverage of roads with attributes such as: ownership (pub/priv); class; paved?; ROW width; etc. Couple that with regional zoning and land use coverages. • Land use is very important to the extent that it will govern how an area's traffic will be affected.

<p>Consistency between Land Use and Transportation Policy (continued)</p>	<ul style="list-style-type: none"> • Kids get up too early to go to school on buses that take too long to get there. Teenagers do not get enough sleep. Think about “the full life” and notice how it is missing in rural Maine. • East/West access is limited and may affect the growth or attractiveness of area because of limited site potential • PROJECT-SPECIFIC CONCERNS • Pownal Road and Route 136 are in dire need of reconstruction. Growth in that part of Freeport and the surrounding towns has put a tremendous strain on the road. • Route 9/231 traffic increases related to Pinelands (Freeport) • According to the PACTS Regional Transportation Plan (in progress), in the next 25 years, the equivalent of the city of Portland’s population (60,000+) will be added to Greater Portland, with 50% of that growth occurring in the inner ring suburbs of Falmouth, Windham , Gorham, and Scarborough. In addition to that housing growth (20,000 units), about 40,000 new jobs will be created. Virtually no new transportation infrastructure (i.e. arterials and collectors) are planned to service this future growth, and the phenomenal volume of vehicle trips will be added to existing roads and intersections. We must lay out new roads now to avoid future bottlenecks, like downtown Gorham and we must protect those travel corridors from encroaching development. • The development of Pineland (Freeport) will have a tremendous effect on the amount of traffic on the road. • Lack of planning improvements for development of Pineland
<p>Corridor Planning [31]</p>	<ul style="list-style-type: none"> • Access to the west from Saco is a concern. The potential for a new controlled access corridor should be examined. • Route 114 in Casco, Naples, and Sebago needs work. Concern expressed over deterioration of road and school bus safety. • Route 115 in Yarmouth needs improvement—especially for pedestrians and cyclists. • Surprise expressed at the lack of attention from transportation officials to the problems on Route 1 in York County. • Route 1 between/through Biddeford – Arundel is poor condition – needs widening/paved shoulders – line delineating lane for bicycle travel • Route 114 and 22 have been identified as problems for ten years. • Routes 114 and 302 in the Lakes Region should be priorities. • Improvement of east-west highways should be a higher priority than the development of the Mountain Division Rail/Trail. • Concern expressed in Cumberland over potential I-95 spurs. • Movement of people and goods in an east-west direction. We (Gray) are still working on a downtown bypass for through traffic. • Adequate, safe, limited-access highway running perpendicular to the southern Maine coast to New Hampshire. • Inadequate west-east road networks • East/West access is limited and may affect the growth or attractiveness of area because of limited site potential

Corridor Planning (continued)	<ul style="list-style-type: none"> • Lack of east-west routes (turnpike spur charge of \$1.00 is unreasonable) • Route 302, Windham through Raymond • Route 26 Corridor • It is way past time to have a Route 1, Route 95 connector to the towns located beyond Standish. The travel time from Route 95 to the lakes is horrible. • Rte 35 from Hollis to Bonny Eagle Middle/High School – Largest Bus fleet in state travels Route 35 – Sharp corner on Route 35 in Hollis, hills on road, etc. • Highway from Portland west to Conway, NH • Improve travel on Route 109, High Pine, Wells • 109 Sanford to Wells • Route 109 South Sanford to Wells • Route 111 Sanford to Biddeford • Access to 95 from Sanford (Routes 109 & 111) • Alternate route for Rte. 1 • Route 1 in Ogunquit • Route 22 from Buxton to Gorham, Scarborough, Portland • Route 25 – Standish, Gorham, Westbrook, Portland • More attention needs to be paid to the Saco-Portland- Brunswick system. • We need some more connection to the north of Portland, Lewiston, Brunswick, Augusta, etc. • Route 25 corridor problem needs resolution now!
Environmental & Cultural Protection [7]	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • When construction is being done in the neighborhood, the noise law isn't enforced. Should be done from 8:00 AM – 5:00 PM – not earlier or later. • Long term planning for transportation impacts of development (including Amtrak), aging of population, growth in population, and environmental issues. The rural region has never had adequate funding to pursue these issues. • Environmental quality and protection • Let's not be so dependent on other countries for energy (oil). <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • I hope herbicides won't be used in the Mountain Division Rail line right-of-way. • Route 1 in Ogunquit is a mess!! Lousy drainage and no sidewalks. • The use of traffic lights on Route 1 is contributing to traffic congestion and air pollution problems
Freight Movement [21]	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • The movement of heavy vehicles – including petro haulers from VT and NH accessing the south Portland tank facilities • Building publicly-owned pipelines to transport liquid products as a way to reduce large trucks and tanker traffic on our highways • Overweight trucks • Container cargo facilities are woefully inadequate & desperately needed for economic competitiveness

<p>Freight Movement (continued)</p>	<ul style="list-style-type: none"> • Limited-access highway from Portland to NH – Freight/flammable liquids are being moved through small villages in daily commuter traffic. MDOT is promoting use of the harbor, but how will the goods be distributed? • Weight limit on the interstate – raise the weight limit and return to a truck speed limit at 55 mph and passenger cars at 65 mph – truck traffic is killing our town roads • Pipelines should be a priority to decrease the number of tankers on the highway system. <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Concern expressed regarding heavy truck traffic in downtown Freeport. • The increase in size and number of gravel trucks in the Lyman/Dayton area has damaged the pavement. • Mountain Division Rail line should be used to move freight to get the trucks off the roads. • Large trucks using Route 1 to avoid toll in York • Too much on Route 1 • Route 115 – off-ramps from Route 1 – truck traffic cannot make turns onto Route 115 • Possibility of rail freight service to Sanford Industrial Area • Rail Head – Freight – to Sanford Industrial Area • Possibility of rail freight service to Sanford Industrial Area • Rail service to and from Sanford • Freight rail service to Sanford Industrial Park • Possibility of rail freight service to Sanford Industrial Area • Route 1 freight movement • Large trucks on the coastal routes of our town (Wells) especially during peak tourist season.
<p>Highway Mobility & Modal Connections [13]</p>	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • Consideration should be given to a connector between the MTA Exit 9 spur and I-295 to improve access into downtown Portland for people traveling from the west. • Mode to mode transportation problem • Buses and trains should accommodate bicycles to encourage multimodal travel. • Expanding park-and-ride locations • Poor/none connections to travel modes • Developing and constructing transportation highway corridors to move vehicles, pedestrians, and bicycles quickly and efficiently. • Access to highways and local roads • The ongoing and ill-advised practice of developing dead-end roads (i.e. no interconnectivity) <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Interest expressed in Yarmouth regarding potential train station. • Support expressed for park-and-ride facilities at Raymond Beach. • If rail service is re-established along the Mountain Division corridor, provide space for bicycles for weekend excursions to North Conway.

	<ul style="list-style-type: none"> • Inner-town road connectivity (Gray) • There is no easy access to I-295 north from Yarmouth/Cumberland
Highway Safety [11] Highway Safety (continued)	<ul style="list-style-type: none"> • The intersection of Routes 35 and 237 needs visibility improvements. • Poor signage on Route 302 in Raymond causing safety hazards. • Citizens in Windham are concerned with the drop in shoulders and high number of accidents along Route 302. • Widen Route 302 in Windham and realign the intersection with Angler's Road to provide a safer merging from 5 lanes to 2. • Improve sight-distance and safety relative to the turning movements at the intersection of Route 302 and Quaker Ridge Road in Casco. • Add a turning lane on Route 114 at its intersection with Route 302 in Naples to enhance safety. • Support expressed for Naples Village safety improvements. • The intersection of Routes 9 and 115 can be very hazardous. A three-way stop is suggested. • Speeding, drinking and driving, no cops in evidence (I know there are too few). We need a new progressive governor. • Better shoulders or breakdown lane on Route 109 from Sanford to Wells • Need for breakdown lanes along Route 109 south to turnpike and Route 111 to Biddeford exit 4.
The Planning Process and Distribution of Funds [43]	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • The focus on rural arterials and collectors leaves non-MPO urban roadways without adequate funding. Many of these roadways were once in MDOT's jurisdiction and have been "turned back" to the town. • The miles of roadway reconstruction from the 2000-2005 6-year plan to the 2002-2007 6-year plan increased by 73%, but the total miles of reconstruction in Division 6 increased only 18%. • The RTAC should consider providing advice to MDOT on developing a way to generate revenue from bicycle users. • Southern Maine should receive funding proportionate to the tax revenues generated there. • The definition of a strut should be revised to "any high cost culvert." • The open forum format of RTAC meetings is appreciated. • Since most Select boards meet on Mondays and Tuesdays, it is difficult to get Selectmen to attend RTAC meetings that are typically held on the same days. • Consistency and a clear understanding of MDOT's planning process are very important and beneficial to all involved. • Projects from the past 6-Year Plan that are now under construction should be listed as such in the new plan. • There should be more public hearings on transportation projects and better public notice for RTAC meetings. • Public education and municipal presentations should be a part of the RTAC's work plan to help promote and advance the goals and objectives of the Regional Advisory Report. • There is a need for a better system for tracking the progress of projects that

<p>The Planning Process and Distribution of Funds (continued)</p>	<p>appear in the BTIP.</p> <ul style="list-style-type: none"> • A listing of MDOT resources available to towns should be distributed to municipalities annually and/or posted on MDOT's web site, to accommodate the high rate of turnover in many offices. • Each MDOT division office should host an annual or semi-annual open house for municipal officials. • In order to reach more people, the 6-Year Plan presentation should be summarized and sent to local newspapers. • The 6-Year Plan presentation was boring. It seemed to be a way of meeting a goal to contact all towns, but not to generate interest and input. • As a result of the new "corridor" approach to roadway improvement, short segments that need work seem to get overlooked. • Intermunicipal cooperation is needed for corridor planning. • All the money and resources appear to go to highways while I am looking for alternative ways to commute and travel around the state. • State assistance to extending major and minor collector upgrades • Long term planning for transportation impacts of development (including Amtrak), aging of population, growth in population, and environmental issues. The rural region has never had adequate funding to pursue these issues. • Quality of some roads which are no longer maintained by DOT – recently turned over to towns or designation changed • Sufficient funding for main collectors in a timely fashion so towns can do long-range planning • State-Aid roads turned back to towns over the years – travel habits change and local roads are overloaded and still cost individual towns for maintenance • Lack of sufficient MDOT funding to maintain and improve existing facilities. Too much money being spent on planning and implementation of insignificant new networks when compared to the number of people served or miles traveled over the turnpike and other highway systems. • (In response to the 2000-2005 6-Year Plan) Traffic safety should be a higher priority in the next (2002-2007) 6-Year Plan. • Most issues are being covered, but too much talk very little action. Pick one and fix it. • Planning doing fine – implementation better • Need to understand that southern Maine is southern Maine, not Portland • I'd like to see a regional GIS coverage of roads with attributes such as: ownership (pub/priv); class; paved?; ROW width; etc. Couple that with regional zoning and land use coverages. • Agencies involved are not connected. RTAC-PACTS-DOT-MTA and locals all seem to be doing their own thing. There needs to be one master plan. Not a batch of Band-Aids that one hopes will fully cover the wound. • Comprehensive planning for the future transportation needs for the entire region need to be addressed, both for Maine and all of New England. • Lack of a statewide vision, other than the Explore Maine focus on tourism • Survey of this mailing list – who is active in RTAC and who has dropped or
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<p>The Planning Process and Distribution of Funds (continued)</p>	<p>resigned</p> <ul style="list-style-type: none"> • Objective, consistent planning for projects • MDOT must take a pro-active role in bringing their expertise to the local level and to make the towns and cities a partner in the resolution of issues. • Stop hammering the paper mills – Take care of the working people. <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Route 22 in Buxton between Routes 202 and 35 should be reclassified. • Concern expressed that the development of the Mountain Division Rail/Trail is too expensive and a waste of money. • Route 9 in North Yarmouth between North Yarmouth Memorial School and the Cumberland town line was listed in the 2000-2005 Six-Year Plan, but work was never done and the project was dropped from the current Six-Year Plan. We (North Yarmouth Safe Walk and Bike Ways Committee) feel that we were unfairly passed over. • Falmouth Road is the town's highest priority and should receive funding before Route 100. • The section of Route 5 in Waterboro north of Limerick Village is more important than the section south to Little Ossipee River. • Better coordination between state and local projects is needed. Limerick received a CDBG grant for water main replacement – which could be coordinated with the reconstruction of Routes 5 and 11.
<p>Public Transportation [55]</p>	<p>POLICY COMMENTS</p> <ul style="list-style-type: none"> • Demand-Response services should not ask for personal information, such as a social security number, from riders who are not seeking a reduced fare. • Need for bus service in rural areas • Buses and trains should accommodate bicycles to encourage multimodal travel. • Intracity connections within southern Maine needs to be addressed both in relationship with Amtrak and normal highway operations. • Public transportation between towns: Portland to Portsmouth • Intra- and Inter-City/Town Transit • Lack of public transportation, specifically around the train and connections to other cities. The high cost of flying out of Portland Jetport is prohibitive as well. It is often cheaper to take the bus to Boston than fly. • Should be more bus service on Sundays – may run later in evening. • There is a great need for more subsidized travel for rural residents both within the rural areas and also from the rural areas to the greater Portland-South Portland area. • All these transportation programs being governed separately. Consolidate some transportation companies and you wouldn't have trouble – CEOs stall dispatchers, etc. • Public transportation • Adequate airport service – I travel to Manchester more than Portland, which is only 10 miles from my home. • There isn't enough mass transit from one city to another. • Very important to move people in and out of region by air and rail

<p>Public Transportation (continued)</p>	<ul style="list-style-type: none"> • Stop wasting money on the railroads. They will never work again. • Connections between train and hotels • Public transport • Passenger rail service • Widening the highways is not the solution – plenty of studies show that. Even though we don't have a large population base, we need more buses to and from Portland and regular train service for commuters. • There is way too much emphasis on private transportation and zero on public • Closer airport facilities should be developed – going to a variety of places. Boston and Portland not always feasible because of lack of transportation to these areas. • More public transportation • Inadequate funding of public transportation including alternative modes (promoting volunteers, carpools, etc.) • I want continually improved airport service. • Let's get the railroad back in this area (Limerick) • Same as above (need bus stop in Kittery or Eliot) – Maine ends in Portland and NH starts in Portsmouth and then it's Dover, NH. Eliot, Kittery, South Berwick, Wells out to Sanford are always left out in transportation and most issues. • The over reliance on highway transportation and almost total neglect (until recent years) of the railroads. We are the richest and most powerful nation in the world and have a third world nation railroad system. <p>PROJECT-SPECIFIC COMMENTS</p> <ul style="list-style-type: none"> • Interest expressed in Yarmouth regarding potential route of passenger rail service. • Continued commitment of MDOT to infrastructure improvements needed to facilitate and preserve ferry service between Cousins and Chebeague Islands. • Concern expressed regarding unresolved Chebeague access issues between Cumberland and Yarmouth. • The bus service between Biddeford and Portland (ZOOM) should be expanded during the turnpike widening project. Since traffic will be restricted during construction, there is an opportunity for people to develop the habit of using the bus. • Support and enthusiasm expressed for the establishment of rail service along the Mountain Division line. • Support and enthusiasm expressed for the conversion of the Mountain Division line to a rail and trail facility. Recreational trails would be an attraction, while train service could serve visitors traveling between Maine and New Hampshire. • There is no public transportation (Ogunquit) • There is no public transportation between Wells and Ogunquit (summer trolleys don't count). No transportation to Portsmouth or Portland. Unless one drives or can rely on someone to drive, one cannot get around the area. • Train service Portland and Boston • There should be a bus stop in Kittery or Eliot, ME connecting Portland and
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Public Transportation (continued)	<p>Portsmouth, NH</p> <ul style="list-style-type: none"> • Portland to Montreal – Quebec – Toronto air routes • Rail service to and from Sanford • We need to finalize the passenger rail service and expand our marine transit service. • The Portland public transit service – Metro – is doing an excellent job, though ?? expansions would be nice • We need a rail line to Boston, CT, NY connection • There is no public transit for a commute like mine (New Gloucester to Saco). Only city dwellers – Portland, South Portland, Westbrook, Saco, Biddeford, Old Orchard Beach – have option of riding a bus, then only to a limited area • Bus transportation to Portland/Rochester. Without a private vehicle, persons cannot get there from here. Busses would help. New taxi service in operation is very expensive. • We need public transportation year-round on Route 1 from Portsmouth to Portland and back that stops in each town – or some combination of local routes that link. • Rail service to Boston • Metro and RTP should be run under same company. Wasted money for general managers office staff, drivers, dispatch, etc. • No bus service connecting with Boston • Airport needs additional service providers • I want Amtrak to and through Maine • Ferry access to Frye Island • I feel the upcoming passenger rail service will be a financial flop and may result I one or more accidents! I hope I am wrong. • Commuter Rail Service (Downeaster) • We need a bigger airport (Portland) • Regular bus transportation connecting the seacoast areas
Tourism Travel [4]	<ul style="list-style-type: none"> • Impact of tourist traffic in the summer. Accommodation of tour buses is a hot, political issue. People of town have voted not to accommodate (i.e. provide parking) tour buses. Selectmen also considering prohibiting drop-off and restricting bus travel. (Kennebunkport) • We have a lot of bus tour traffic sometimes 40 buses in one day and have no place for them to park in town (Kennebunkport) • Handling of tourist traffic, parking, etc. Access roads to Dock Square are jammed in summer. Will increase in number of cruise ships in Portland exacerbate problem of dealing with tour buses? There needs to be better cooperation between Kennebunkport and Kennebunk on these issues. • Summer traffic – Have motels/inns develop a ride & stay plan with Amtrak – plan it now!
Urban Sprawl [2]	<ul style="list-style-type: none"> • The system and discourages public transportation. focus on rural arterials and collectors and subsequent neglect of needed urban improvements promotes sprawl. • Current land-use policies promote sprawl and the one-person one-vehicle highway transportation

Maine Turnpike	<ul style="list-style-type: none"> • Reduce toll between Gray-Lewiston • Interchange #11 – flip to match bypass • Standardized transponder for toll collection on Maine Turnpike that is on EZ-Pass system. • High toll charge in York – more cars taking Route 1 to Wells to pick up turnpike • Large trucks using Route 1 to avoid toll in York
Maine Turnpike (continued)	<ul style="list-style-type: none"> • I hope the MTA capacity widening program is enough to support the potential growth. • The toll charged to travel from Wells to York - \$1.50 – is terrible and is definitely affecting the use of Route 1 on this southerly route. People are using an already impacted road (Route 1) rather than pay the toll on 95. It is very noticeable and affects our coastal quality of life. • Reconfigure MTA tolling to encourage turnpike use between Gray-Lewiston – discourage off-turnpike routing • Move the tollbooth south to the state line to avoid toll bypassing at the York exit. • Lack of any planning to deal with traffic alternate routes on Maine Turnpike in event of accidents • Maine Turnpike Exit in Ogunquit • What good is widening turnpike if not more toll booths? Why not pay to visit state and leave free? • Additional exits on MTA to support local needs • MTA should not require TransPass users to slow down to 10 mph at tollbooths – let us pass and not create bottlenecks.